Patent Claims:

1. Method for testing the bleeding quality of an electrohydraulic braking system, comprising a pedal-operated master brake cylinder and a brake circuit controlled by the master brake cylinder pressure and including a pump whose suction side is connected to a pressure fluid reservoir and a high-pressure accumulator, as well as inlet and outlet valves for the wheel brakes connected to the brake circuit, with the master brake cylinder being connected to the brake circuit downstream of the inlet valves by way of a separating valve, comprising the following steps:

   a) Bleeding the high-pressure accumulator.

   b) Re-filling the high-pressure accumulator, during which action the filling degree of the high-pressure accumulator and the volume flow through the pump is determined.

   c) Comparing the actual values determined in this method with preset specifications.

   d) Applying the brake pedal when the separating valves are closed, so that a defined amount of pressure is applied to the wheel brakes connected to the brake circuit.

   e) Releasing the brake pedal.

f) Re-applying the brake pedal, with at least the following data being detected:

pedal travel,
master brake cylinder pressure,
wheel brake cylinder pressure,
pressure fluid removal from the high-pressure accumulator.

g) Determining the volume intake of the master brake cylinder and the conduit reaching up to the separating valve by way of the determined pedal travel and the master brake cylinder pressure and comparison with the nominal values.

h) Determining the volume intake of the pressurized brake circuit by way of the pressure fluid removal from the high-pressure accumulator and the wheel brake cylinder pressures and comparison with the nominal values.

i) Delivering an appropriate warning when predetermined criteria are not satisfied.

2. Method as claimed in claim 1,
c h a r a c t e r i z e d in that the pedal application is monitored in terms of the actuating speed and the master brake cylinder pressure achieved, and the method is only continued when defined limit values are maintained.

3. Method as claimed in claim 1,
c h a r a c t e r i z e d in that the temperature of the brake system is determined and the method is performed only when said temperature is in a predetermined normal range.

4. Method as claimed in any one of the preceding claims,
c h a r a c t e r i z e d in that the result of the comparison is stored in a readable electronic memory.